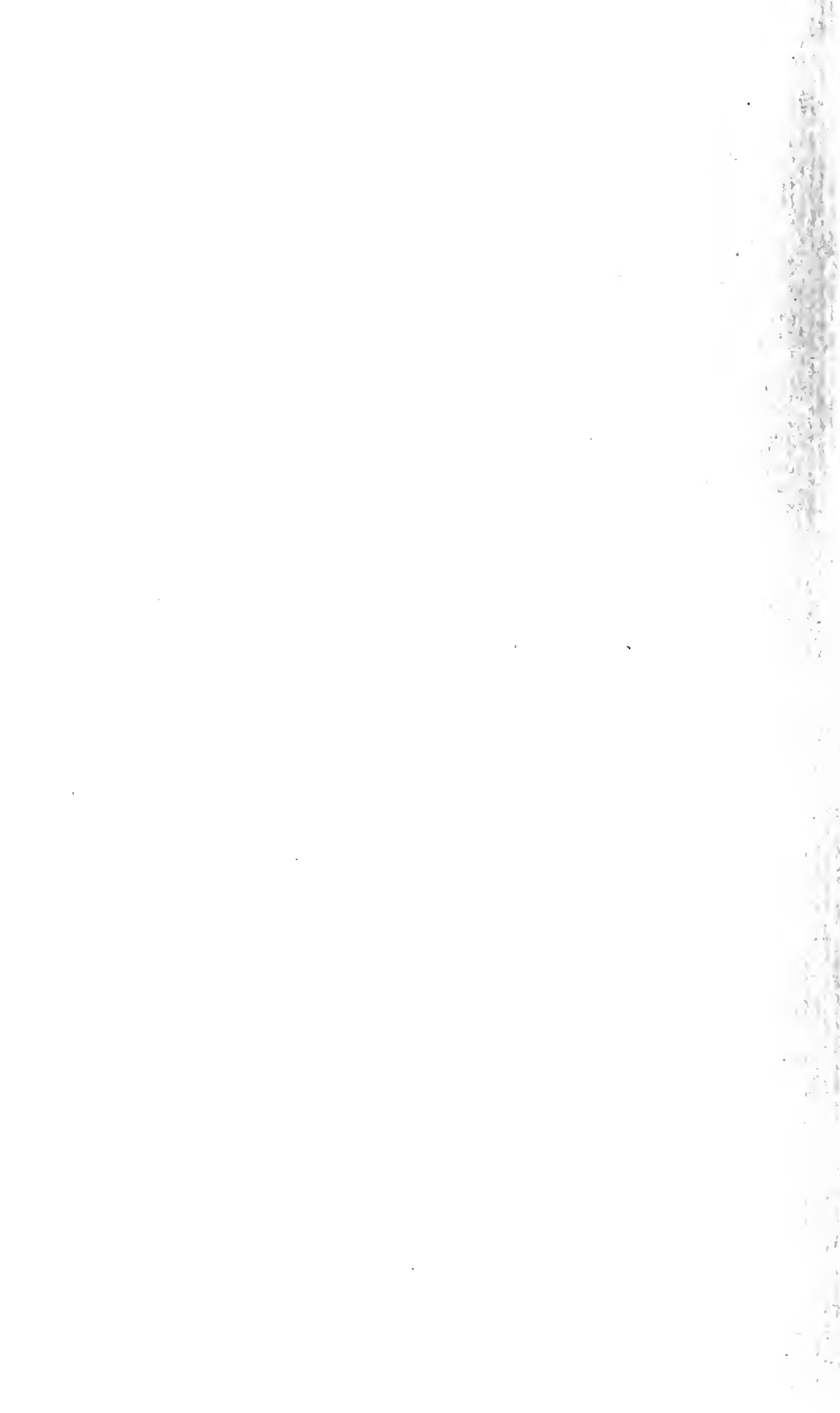
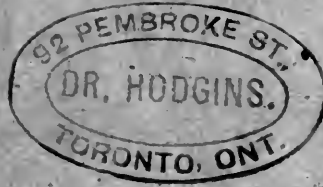


Third Annual Report  
of the  
Commissioners  
of the  
State Reservation of Niagara  
1886

 SPECIAL COLLECTIONS  
LIBRARY  
BROCK UNIVERSITY







710-50

# THIRD ANNUAL REPORT

OF THE

## COMMISSIONERS

OF THE

State Reservation at Niagara.

710-51 788.7



STATE OF NEW YORK.

---

No. 50.

---

IN ASSEMBLY,

JANUARY 31, 1887.

---

THIRD ANNUAL REPORT

OF THE

Commissioners of the State Reservation at Niagara.

---

NEW YORK, *January* 29, 1887.

To the Hon. JAMES W. HUSTED,

*Speaker of the Assembly:*

SIR. — I have the honor to transmit herewith to the Legislature, the Third Annual Report of the Commissioners of the State Reservation at Niagara for the year 1886.

I remain very respectfully,

Your obedient servant,

WILLIAM DORSHEIMER,

*President.*

192592

Spec F 127 N81 5 v.3



# REPORT.

---

*To the Honorable the Legislature of the State of New York :*

The Commissioners of the State Reservation at Niagara, in compliance with the provisions of chapter 286 of the Laws of 1885, present their Third Annual Report.

Since the presentation of the last report, the legal proceedings connected with the acquisition of the reservation have been finally closed. The commissioners were put in possession of the Pulp Mill property on the eleventh of January, gaining thus undisturbed control of the entire territory included within the reservation. At that date nothing remained to be done except the formal entry of the order dismissing the appeal of Sarah G. Porter, the only one then pending. This order was obtained October fifth, and, with the filing of it, the appeal terminated. Subsequently an appeal was taken by another of the property owners to the Court of Appeals from the order of the General Term affirming the appraisal. The counsel of the commissioners moved to dismiss this appeal, and, after a full hearing, their motion was granted on the twenty-second of June, and a final order of the Supreme Court in the case was made on the nineteenth of July, bringing the legal proceedings for the acquisition of the reservation to a termination. The area of the reservation has been increased during the year by an additional acquisition of territory at the head of the reservation near Port Day. It was found, as stated in the superintendent's report for 1885, that a portion of the land used by the Hydraulic Power and Manufacturing Company had never been acquired from the State. An agreement with them and the Commissioners of the Land Office has resulted in the company deeding to the commissioners a part of a lot on Buffalo street, with an agreement not to erect any building on the land they retain which will interfere with the view of the river from the reservation. A part also of the unacquired territory which had been used by them is retained by the State, and will be included in the reservation.

The work of removing from the reservation the erections for business and manufacturing purposes, which encumbered it when it became the property of the State, has been steadily pushed forward. At the beginning of the year a number of these buildings were still standing; since that time the following have been removed:

The paper mill buildings, the brick shop, the stone shop, the Rapids house, and the Bath Island store, besides a number of fences, sheds, the flumes of the paper and Witmer mills, the piers in the river at Bath Island, and the inlet pier at Fourth street. The two buildings still standing are the Tugby bazaar on Bridge street and the pulp mill with its machinery. The Tugby bazaar has been sold and will be removed shortly. The pulp mill building will be removed as soon as a sale of the machinery and building can be advantageously effected. A large amount of work has been necessary in grading the excavations made for the foundations of these buildings, and a number of the employes have been engaged in this manner during the summer months. Repairs have been made to the bridges, paths and roads of the reservation, and guard rails erected at dangerous points on the islands. Repairs have also been made to the permanent structures on the reservation. The foundation of the Biddle stairs has been reset. The ceiling of the inclined railway has been renewed; a new hoist cable attached to the cars, and an extra or safety cable with an automatic apparatus for stopping their motion in case of accident, is in process of construction. During the year the portion of the reservation west of the approach to Goat Island has been greatly improved. A foot path has been made along the terrace, which has become a favorite place of resort, and the fine views thence obtained of the upper or American rapids, with the broad expanse of smooth water above, have proved highly attractive features to visitors. The labor on the reservation has been performed by the employes under the supervision of the superintendent. Notwithstanding the increase in the number of visitors, order has been maintained and their comfort and safety secured. The regulations with regard to carriages have been generally complied with and the village ordinances enforced. Seven public carriage stands have been established on the reservation and have been found advantageous to the public. A cheap carriage service has been in operation during the summer,

under a contract from the commissioners, and has met with general favor. It has proved especially beneficial as facilitating the rapid movement of the large throngs of excursionists who have come in greatly augmented numbers since the opening of the reservation and has not proved seriously detrimental to the carriages licensed by the village authorities.

This concludes the statement of the work accomplished during the year, further details appearing in the report of the superintendent hereto appended.

A statement of the financial condition of the reservation follows :

Balance on hand December 31, 1885 .....	\$14,859 68
Inclined railway receipts.....	6,457 65
Leases.....	3,955 26
Sales.....	3,176 02
Insurance returned.....	26 25
<b>Total.....</b>	<b>\$28,474 86</b>
Total disbursements for the year.....	16,631 71
<b>Balance December 31, 1886.....</b>	<b>\$11,843 15</b>
<b>Total receipts since the organization of the commis-</b>	
<b>sion .....</b>	<b>\$44,769 26</b>
<b>Total disbursements.....</b>	<b>32,926 11</b>
<b>Balance.....</b>	<b>\$11,843 15</b>

A comparison with the receipts of the year 1885 exhibits the following changes :

	1885.	1886.	Increase. <sup>1</sup>	Decrease.
Inclined railway.	\$4,664 87	\$6,457 65	\$1,792 78	.....
Leases.....	2,767 31	3,955 26	1,187 95	.....
Sales.. .....	13,696 90	3,176 02	.....	\$10,510 88

The decrease in the amount received from sales and the relatively small increase in the amount received from leases are due to the removal of the more important buildings in 1885, and most of the remainder during the current year. Only one building is still under lease. The income from both these sources will, with the coming season, cease almost entirely. The receipts from the inclined railway cover a full year in 1886, as against five months and a half in 1885.

The expenditures of the year have been as follows :

Salaries of officers, office and traveling expenses and disbursements .....	\$4,254 84
Reservation police, watchmen, etc.....	4,574 05
Materials for construction and tools.....	954 19
Stationery, maps, printing and advertising.....	353 23
Labor account, amount paid laborers.....	4,216 53
Maintenance account, materials bought.....	2,193 63
Legal expense .....	85 24
	<hr/>
	\$16,631 71
	<hr/> <hr/>

The treasurer's report submitted herewith contains a full statement of the disbursements, with a list of the vouchers therefor, which have been duly forwarded to the Comptroller.

The removal from the reservation of the various structures which had clustered about the shores of the cataract and detracted so seriously from the grandeur of its seemingly resistless sweep and rush as it neared the brink, is now practically accomplished, and the contrast has surprised and gratified all who have since visited the reservation.

A great work, however, still remains to be effected. The work of destruction must be followed by one of construction. The banks and islands, stripped of their natural forests to make way for these buildings now removed, must be replanted. This is a labor which deserves careful consideration, as upon the skillful and tasteful execution of it, the ultimate success of the reservation largely depends. The commissioners have, therefore, invited the co-operation of Mr. Calvert Vaux and Mr. Frederick Law Olmsted in the preparation of a plan for the future operations of the commission. These gentlemen have accepted the appointments tendered to them, and will shortly lay their conclusions before the commission, to be the subject of a further report to this legislature.

Besides the improvements of a more ornamental character, the great increase in the number of visitors demands an enlargement and perfection of the system of communication between the various points of interest upon the reservation. Roads, walks, bridges and stairways, all call for considerable outlay for their restoration, the means for which is not now at the disposal of the commission. The need for an elevator to replace the Biddle stairs was much felt during the last summer. Repairs are constantly required on the

bridges, which should give place at an early date to more substantial structures. In view of these considerations the commission renews its recommendations of last year. The success and rapidity with which the duties imposed upon them can be discharged depend on the means now placed at their disposal.

The following statement of the probable cost of maintenance for the year 1887, is submitted :

Salaries of officers, office and traveling expenses and disbursements .....	\$4,500 00
Reservation police and watchmen .....	4,500 00
Materials for construction and tools .....	1,000 00
Stationery, maps, printing and advertising .....	500 00
Labor account, amount paid laborers .....	4,500 00
Maintenance account, materials bought .....	2,500 00
Safety cable for inclined railway .....	720 00
	<hr/>
	\$18 220 00
	<hr/>

The estimated receipts are as follows :

Inclined railway .....	\$6,500 00
Cave of the Winds .....	800 00
Steamboat landing .....	450 00
Cottage dwelling .....	192 00
Baggage room .....	50 00
	<hr/>
	\$7,992 00
Add balance on hand January first .....	11,843 15
	<hr/>
	\$19,835 15
Estimated expenditures, as above .....	18,220 00
	<hr/>
Balance December thirty-first .....	\$1,615 15
	<hr/>

The commission before concluding their report deem it proper to mention that the organization of a company early in the year with the purpose of building a railroad along the gorge of the Niagara river below the falls as far as the whirlpool, led to an application to the Legislature to protect the reservation from intrusion, and resulted in the passage of an act for that purpose. It is, perhaps, to be regretted that it was not possible to include the debris slope from the falls as far as the whirlpool, within the area of the reservation, for several reasons. It is an essential element in the great spectacle of Niagara, and forms the connecting link,

bridging together the falls and the whirlpool, which are a source of almost equal interest to visitors. As at present bounded, the reservation is located almost entirely above the falls, so that the many important features which lie below are outside of its limits and beyond the protection of the State.

During the season the commission appointed by the government of the Province of Ontario have secured an appraisal of the lands which they propose to reserve for the public enjoyment, and a bill appropriating a sum to pay the awards will probably be introduced in their Legislature at its next session.

At the meeting of the commission held November third, Leighton Williams presented his resignation of the office of treasurer and secretary, to take effect January first, and David Gray of Buffalo was appointed in his stead. The latter has qualified and entered upon the duties of the office.

The treasurer's report, including a statement of all the payments for the year, is hereto appended.

WILLIAM DORSHEIMER,  
ANDREW H. GREEN,  
M. B. ANDERSON,  
SHERMAN S. ROGERS,

*Commissioners of the State Reservation at Niagara.*

---

REPORT OF THE SUPERINTENDENT  
OF THE  
State Reservation at Niagara,  
FOR THE YEAR 1886.

---





# REPORT.

---

*To the Board of Commissioners of the State Reservation at Niagara :*

GENTLEMEN.—I respectfully submit the Annual Report of the superintendent for the year 1886, for transmission to the Legislature, with the annual report of the commissioners :

The workings of the reservation for the year 1886 bear out the statements advanced in the first annual report of the superintendent, based upon the experience derived during the time which elapsed from the opening of the reservation, July 15, 1885, to the close of that year.

The number of visitors has been greater than during the first season of the management of the reservation, and their stay longer than in former years. The public enjoyment has been greatly increased by facilities which have been provided for cheap, pleasant and reliable transportation to the places of interest. Better order has been observed, owing in part to the increased efficiency of the village government. Knowing the importance of having the hearty co-operation of the village authorities to aid the commissioners in their desire to provide for the convenience and enjoyment of visitors, prior to the annual village election the superintendent of the reservation called a meeting of the citizens for the purpose of awakening public sentiment in favor of that object. The result was the election of officers vigilant in the discharge of their duties and the election of an additional village officer, a special police justice having cognizance of misdemeanors arising within the village limits. The benefits conferred upon every interest by an efficient administration of the affairs of the village are so marked that a departure therefrom is not likely to occur in the future.

## THE CARRIAGE SERVICE.

In the first report made by the superintendent, September 9, 1885, the opinion was expressed that a number of carriages, running at regular intervals similar to those in use in Central Park, New York city, would be a convenience to the public during the summer months, when the volume of travel is so large that the ordinary means of transportation are inadequate. During the past season such a carriage service was provided and put in operation by the Niagara Reservation Carriage Service Company, which covenants to carry passengers within the reservation in carriages to be approved as to character, construction and lettering by the commissioners, and to keep and maintain

constantly at hand a sufficient number of carriages, with drivers and horses for the ordinary use and accommodation of the public. Coupon tickets are issued, entitling the holder to be set down or taken up at the entrance to Goat Island, at Luna Island, at the Cave of the Winds, at the Horseshoe Fall, and at the Three Sister Islands, with the privilege of taking the next carriage or any carriage during the same day from the stop off-point mentioned on the ticket. The fare from Prospect Park around the Islands and return, is ten cents, children under twelve years of age are charged half price and children under five years of age are free. For conveying passengers around the islands and also along the river, to the eastern boundary of the reservation and return, the fare is twenty-five cents. For conveying passengers from the Islands over the balance of the route traveled by the carriages, the fare is ten cents for each passenger.

The employes in charge of the carriage service when on duty on the reservation are in uniform, and the entire service is subject to the regulations of the commissioners, and may, in the judgment of the commissioners, or a majority of them, be discontinued at any time. Other carriages are not excluded from conveying passengers for hire within the reservation. A copy of the contract with the Carriage Service Company is herewith submitted. The carriage service went into operation on the first day of August and at once became popular with visitors—especially with the aged, the infirm and those having children in their care. When good roads shall have been constructed upon the reservation the system may be so extended and improved as to accommodate the great number of visitors who arrive during the excursion season and may be discontinued during the winter months. It will furnish cheap, pleasant and reliable transportation directly under the control of the commissioners, and will to an extent regulate and improve other existing methods of transportation.

Seven public carriage stands have been designated outside of Prospect Park and the Islands upon which the carriages of licensed drivers are allowed to stand when unemployed. The privilege of using such stands is conditioned upon the observance by the drivers of the ordinances of the commissioners. Very few complaints of violations have been made, and when drivers have been excluded from the reservation the complaints arose from attempts to carry passengers away from the reservation to places to which visitors did not wish to go, in order to obtain the commission or percentage paid to drivers at such places.

#### THE COMMISSION SYSTEM.

The discontinuance of the stores heretofore existing within the reservation greatly facilitates the enforcement of the ordinances prohibiting soliciting and the payment of commissions. Commissions paid for bringing visitors to points of interest and on articles purchased by visitors are now confined almost exclusively to the

Canadian side of the river. The custom tends to induce the drivers of carriages to direct the course of tourists and the traffic in souvenirs of Niagara in that direction.

If the proposed reservation on the Canadian side is established the practice of paying commissions at Niagara will probably be almost entirely abolished.

#### EXCURSIONS.

The excursion season commenced June first, and continued until October twenty-fourth. The number of excursions was greater than in any previous year. The largest number of arrivals in one day took place August nineteenth, on which day fourteen railway trains arrived, aggregating 167 cars, containing over 10,000 people. During the excursion season 3,169 cars arrived, carrying an estimated number of 187,781 persons. There is no systematic means of estimating the number of visitors that arrived on regular railway trains, but it was evidently greater than in former years and probably equal to the number of excursionists. Excursions consisted principally of civic and military societies, churches and Sunday schools, and very little difficulty was experienced in maintaining order. No accident occurred and no injury was done to the property of the State. Only three arrests were made for violation of the ordinances of the commissioners. A statement of the number of excursion trains and the places of departure from is hereto appended, and shows that citizens of every section of the State have visited the Falls in great numbers since the establishment of the reservation. Persons who have sought notoriety during the year by swimming or navigating the rapids below the falls have not been permitted to start from the reservation grounds.

#### THE WHIRLPOOL RAILWAY.

The Niagara Falls and Whirlpool Railway Company made a survey for a route under the high bank of the river, apparently infringing upon the territory included within the State Reservation. Upon reporting this action to the president of the board of commissioners the superintendent was directed to confer with the attorney-general of the State for the purpose of protecting the reservation from encroachment for railroad purposes. A bill exempting the land included in the State reservation at Niagara from the provisions of section twenty-five of the "Act to authorize the formation of railroad corporations" was prepared by the attorney-general and passed by the Legislature. This act (chap. 601 of the Laws of 1886) protects the reservation lands from possible encroachments by railroad corporations. A copy of the act is hereto appended.

#### THE PIER AT PORT DAY.

Upon consultation with the State Engineer and Surveyor, the supposition advanced in the report of the Superintendent for the

year 1885, in relation to the "made land" at "Port Day," near the eastern end of the reservation, was found to be correct. The owners of the adjacent lands had never acquired a legal right to occupy the bed of the river and were negotiating to acquire that right. I suggested to the State Engineer that a compromise be effected with such owners, retaining in the State the title to a portion of the pier adjacent to the reservation and the right of perpetual access thereto. On June twenty-first Commissioner Rogers and the representatives of the Niagara River Hydraulic Power and Manufacturing Company visited "Port Day" in relation to the matter. An agreement was arrived at, whereby the Canal Company deeded to the State, a part of lot number eighty-nine on Buffalo street and contracted to remove two large buildings now on the lower pier, and in future not to erect any structures thereon which would obstruct the view up the river from the reservation. The deed referred to is herewith submitted. The title to about one-half of the lower pier remains in the State. This greatly improves the eastern terminus of the reservation and adds a comprehensive view of the rapids and islands below, and also an uninterrupted view of the Niagara River above the falls, embracing Navy Island and Grand Island, and the interesting locations of Fort Little Niagara and Fort Schlosser on the river bank.

#### THE RECESSION OF THE FALLS.

August tenth Professors Gilbert and Woodward, of the United States Geological Survey, visited the reservation for the purpose of making a survey of the falls. I have received from the department at Washington, a tracing showing the positions of the crest of the Horseshoe Fall in 1842, in 1875 and in 1886. The average recession along the whole contour of the Horseshoe Fall has been since 1842 about two and four-tenths feet per year. In the center of the channel, where the bulk of the water passes, the average yearly recession has been about twice that amount. At the point where the acute angle is formed the recession from 1842 to 1875 was over 100 feet, and from 1875 to 1886 more than 200 feet. The recession of the American Fall since 1842 has been slight. At the opening of the present season it was necessary to remove many tons of fallen rock from the path under the cliff of Goat Island, illustrating the rapidity with which the cliff recedes under the combined action of the frost and spray. The process of widening farther down the gorge is probably the same, but the rate there is less rapid.

The heights of the falls above the level of the water in the river were determined by the engineers of the United States Geological Survey, August 17, 1886, as follows:

Height of the American Fall.....	167 feet
Height of the Horseshoe Fall.....	158 feet

These heights agree closely with those determined in 1842. Professor Woodward states that hereafter surveys will be made at more frequent and regular intervals.

#### SCIENTIFIC ASSOCIATIONS.

Since the establishment of the reservation public interest has been drawn to Niagara as a desirable place for holding business conventions and the meetings of scientific associations. During the past season many business conventions assembled here. The American Association for the Advancement of Science visited the reservation and discussed the geological features of Niagara, in convention. The annual meeting of the New York State Teachers' Association was held at Niagara, a summer school for the instruction of teachers was established, and visits made by classes from the Normal and other schools, to study the geological formations and the flora of the locality. It is estimated that more than 1,000 species of flowering plants and ferns are native at the falls, or in their neighborhood. The opportunities afforded for geological and botanical research will probably attract to the reservation each year, a constantly increasing number of educational and scientific associations.

The first year of the management of the reservation expired July fifteenth. The monthly receipts from the inclined railway, leases and sales from July 15, 1885, to July 15, 1886, were as follows:

	Inclined railway.	Leases.	Sales.	Total.
1885.				
July 15-31.....	\$971 42	\$458 50		\$1,429 92
August.....	2,305 80	960 16	\$535 13	3,801 09
September.....	977 45	694 33	8 00	1,679 78
October.....	305 70	249 00	12,096 82	12,651 52
November.....	68 25	202 66	1,002 55	1,273 46
December.....	36 25	202 66	54 40	293 31
1886.				
January.....	29 40	202 66	7 00	239 06
February.....	31 75	202 66	426 00	660 41
March.....	32 35	202 66	3 00	238 01
April.....	47 65	202 66	58 93	309 24
May.....	137 65	202 66	10 22	350 53
June.....	530 05	412 66	55 00	997 71
July 1-15.....	714 30	512 66		1,226 96
Total .....	\$6,188 02	\$4,705 93	\$14,257 05	\$25,151 00

## THE INCLINED RAILWAY.

A continued increase in the travel to Niagara is shown by a comparison of the receipts from the inclined railway for the month of August during the years 1885 and 1886.

August 1885, receipts from the Inclined Railway....	\$2,305 80
August 1886, receipts from the Inclined Railway....	2,819 05

---

A new manilla cable has been procured for the inclined railway and arrangements made for the attachment of an additional cable for public safety. The receipts from the inclined railway for the year 1886 were \$6,457.65, a sum sufficient to pay the salaries of the regular employes. The receipts from the inclined railway would have been materially increased if an ice bridge had formed during the winter months. If the proposed elevator with a free stairway attached is constructed on Goat Island, the estimated revenue therefrom, combined with the receipts from the inclined railway, would form a considerable fund for labor and maintenance. The experience of the past season again demonstrates the desirability and necessity of an elevator in that locality.

The violent wind storm which passed over western New York, on the night of October fourteenth, caused considerable damage to the reservation. The water in the river rose until it covered the surface of the Three Sister islands. The greatest loss sustained was the destruction of many trees, overturned by the wind. Twenty-five maples, thirty-three basswoods, six willows, two hickorys, two ironwoods, two ash, one walnut and one cedar, were destroyed. Many of the trees overturned were old, large and thrifty. The falling trees will be removed during the winter months.

## WORK OF THE YEAR.

During the year the bridges to the islands have been repaired and one of the piers of the main bridge almost entirely renewed. A pipe has been laid to the islands to furnish water for drinking and sprinkling purposes. The Biddle staircase building has been repaired and a new foundation constructed. The water-works inlet and the mill flumes have been removed from the river. The paper mill buildings, the brick and stone shops, the Rapids house, and the Bath island store have been removed and the excavations filled. Prospect Point and a portion of the terrace have been sodded. The carriage-way on Bath island has been macadamized and graveled and the roads and walks improved. The building at the Cave of the Winds has been repaired and a new ceiling put in the inclined railway building. The principal work of the season was the removal of the piers from the river at Bath island. The stone and timber removed are stored for future use. The buildings now remaining on the river bank are the Tugby building, which has

been sold but not yet removed, and the pulp mill building, containing the pulp mill machinery. These buildings will probably be removed at an early day, thus clearing the river bank and affording an unobstructed view of the rapids and the islands. The buildings which were sold were duly advertised and the sales made to the highest bidder.

## STATEMENT OF PROPERTY SOLD 1886.

January 11, Leonard Sawyer, mill flume.....	\$5 00
February 5, T. Dolphin, brick mill.....	562 00
O. Dean, stone machine shop.....	150 00
W. J. Frazer, frame shed.....	6 00
June 19, James Berry, ice-house.....	28 00
Thomas McKnight, coal shed.....	13 00
August 18, J. Ford & Co., Edson electric light plant.	275 00
August 26, D. Phillips, two Brightman pulp engines.	200 00
September 8, J. J. McIntire, pulp grinding engines..	100 00
November 8, J. T. Brundage, Tugby building.....	1,500 00
November 16, James Murphy, Rapids House.....	400 00
November 20, Andrew Horn, store building, Bath Island .....	75 00
	<hr/>
	\$3,014 00
Insurance rebate on Tugby building ..	26 25
Sales of old fence, lumber, etc., at private sale.....	162 92
	<hr/>
	\$3,202 27
	<hr/>

## STATEMENT OF RENTALS RECEIVED, 1886.

Lease No. 2, Thomas Tugby.....	\$665 00
Lease No. 3, John T. Eckert.....	192 00
Lease No. 7, Miss N. Woods.....	316 63
Lease No. 8, E. C. Woolson.....	600 00
Lease No. 10, G. W. Wright.....	800 00
Lease No. 11, J. T. Brundage.....	791 63
Lease No. 12, J. F. Reilly.....	40 00
Lease No. 16, Maid of the Mist Association.....	450 00
Reservation Carriage Service Co.....	100 00
	<hr/>
	\$3,955 26
	<hr/>

STATEMENT OF MONTHLY RECEIPTS FROM LEASES, SALES AND  
INCLINED RAILWAY, 1886.

	Inclined railway.	Leases.	Sales.	Total.
January.. .. .	\$29 40	\$202 66	\$7 00	\$239 06
February .. . . .	31 75	202 66	426 00	660 41
March .. . . .	32 35	202 66	3 00	238 01
April .. . . .	47 65	202 66	58 93	309 24
May .. . . .	137 65	202 66	10 22	350 53
June .. . . .	530 05	412 66	55 00	997 71
July .. . . .	1,445 65	612 66	42 60	2,100 91
August .. . . .	2,819 05	812 66	485 00	4,116 71
September .. . . .	999 85	66 66	100 00	1,762 51
October .. . . .	300 95	401 32	13 27	724 54
November .. . . .	52 05	24 00	1,975 00	2,051 05
December .. . . .	22 25	16 00	.....	38 25
Total .. . . .	\$6,457 65	\$3,955 26	\$3,176 02	\$13,588 93
Insurance refunded .. . . .				26 25
				\$13,615 18

STATEMENT OF EXPENDITURES BY THE SUPERINTENDENT, 1886.

Office expenses and disbursements .. . . .	\$316 30
Printing and advertising .. . . .	130 00
Stationery .. . . .	7 13
Tools, etc. . . . .	234 04
Coal .. . . .	49 70
Goat Island .. . . .	110 39
Prospect Park .. . . .	110 95
Insurance .. . . .	61 25
Buildings .. . . .	629 80
Crosswalks .. . . .	102 94
Inclined railway .. . . .	86 28
Cartage .. . . .	93 26
Water pipes .. . . .	406 64
Water tax .. . . .	140 00
Bridges .. . . .	576 47
Signs .. . . .	9 00
Roads .. . . .	99 38
Culverts .. . . .	5 57
	<hr/>
	\$3,169 10
Pay roll for January .. . . .	\$565 59
Pay roll for February .. . . .	600 00
Pay roll for March .. . . .	652 48
	<hr/>
	1,818 07



Pay roll for April.....	\$758 39	
Pay roll for May.....	1,070 26	
Pay roll for June.....	1,149 32	
	<hr/>	\$2,977 97
Pay roll for July.....	1,296 74	
Pay roll for August.....	1,296 12	
Pay roll for September.....	1,284 07	
	<hr/>	3,876 93
Pay roll for October.....	1,083 86	
Pay roll for November.....	710 18	
Pay roll for December.....	692 12	
	<hr/>	2,486 16
	<hr/>	\$14,328 23
	<hr/>	

The expenditures have been less and the revenue from the inclined railway and rentals greater than the estimates submitted to the commissioners in their second annual report to the Legislature February 2, 1886.

#### EMPLOYEES.

The number of regular employees is nine. The number of additional workmen employed during the year was as follows: January, one; February, two; March, two; April twelve; May, fourteen; June, fifteen; July, seventeen; August, nineteen; September, seventeen; October fifteen; November, five; December, three.

Copies of the bi-monthly reports made to the commissioners by the superintendent since the establishment of the reservation are hereto appended, in order that the details of the work done may be preserved if desired.

Since the establishment of the reservation the old order of things has been materially changed at Niagara. Better village government has resulted from the establishment of the reservation. In addition to the abolition of the entrance fee to the islands and Prospect Park the fees for the use of the stairway at Prospect Park and the "Shadow of the Rock" have been abolished. The "Art Gallery," for which a charge was formerly made, does not now exist. The charge for the inclined railway has been reduced to a nominal sum, and cheap transportation around the reservation has been provided. A reduction of nearly fifty per cent, which has been made in the tolls upon the new suspension bridge, may also be attributed to the establishment of the reservation.

Frederick Law Olmsted and Calvert Vaux, landscape architects, visited the reservation October twenty-eighth, and have since been engaged in the preparation of a design for the restoration of the scenery.

The shore of the river is now almost entirely free from buildings and the work of restoration may be commenced the coming spring.

The Provincial Arbitrators of Ontario, Canada, visited the reservation April eighth. They have taken the testimony and made the awards for the lands desired to be appropriated for a reservation on the Canadian side of the river. It is expected that all the preliminary steps will be completed and the Parliament of Ontario asked to pass the requisite appropriation bill during the present winter.

Respectfully submitted,

THOS. V. WELCH,

*Superintendent.*

#### STATEMENT OF EXCURSIONS, 1886.

Number of excursion trains and places of departure, from June st, to October 24th, 1886:

Date.	Where from.	No. cars.	Est. No. people.
June 1.	Dansville, N. Y., Lutheran church.....	4	240
	3. Coldwater, Mich., Michigan State Press Association.....	6	230
	4. Frewsburg, N. Y., graduates.....	4	240
	6. Buffalo, via. New York Central Railway...	10	600
	8. Car Builders' Convention.....	5	300
13.	Buffalo, N. Y., via. New York Central Railway.....	17	1,020
20.	Cleveland, O., via. Northern Pacific Railway.		
	Cleveland, O., via. Lake Shore and Michigan Southern.....	16	960
	Buffalo, N. Y., New York Central Railway.	19	1,140
22.	Nunday, N. Y.....	4	240
23.	Fredonia and Casadega, N. Y.....	7	420
24.	Buffalo, St. Paul's Lutheran church Sunday school.....	4	240
	Rochester, N. Y.....	4	240
	St. Catharines, Ont.....	2	120
25.	Le Roy, N. Y.....	4	240
26.	Buffalo, Prospect African Baptist church...	4	240
	Via. New York, Lake Erie and Western Railway.....	1	60
27.	Buffalo, via. New York Central Railway...	18	1,080
	Lockport, N. Y.....	2	120
29.	Erie, Pa.....	3	180
	Buffalo, N. Y., Grace M. E. church.....	4	240
	Brantford, Ont., Brantford African church.	2	120
30.	Buffalo, N. Y., Sisters of Sacred Heart....	1	60
	Buffalo, N. Y., High Street Mission.....	6	360
	Middleport Methodist and Universalist church.....	4	240
	Toronto, Ont.....	1	60
	Elmira, N. Y.....	12	720

Date.	Where from.	No. cars.	Est. No. people.
July 1.	Buffalo, N. Y., St. Luke's Sunday school..	4	240
	Hamilton and Toronto .....	10	600
	Brooklyn, N. Y. ....	8	480
2.	Chautauqua, N. Y. ....	6	360
3.	Buffalo, N. Y., First Presbyterian church choir .....	4	240
4.	Cleveland, O. ....	17	1,020
	Buffalo, N. Y., New York Central Railway.	13	780
	Buffalo, N. Y., New York Central Railway.	7	420
	Rochester, N. Y., Erie Railway .....	11	660
	Pittsburg, Pa. ....	3	180
	Buffalo, N. Y., via New York Central Railway.....	15	900
	Buffalo, N. Y., via Erie Railway.....	3	180
5.	Toronto, Ont., Jarvis Street Baptist church	11	660
	Buffalo, Glenwood A. Methodist church...	7	420
	Via Toronto, Gray and Bruce Railway....	4	240
	Buffalo, N. Y., via New York Central Railway .....	10	600
	Tonawanda, N. Y. ....	..	80
7.	St. Catharines, St. Paul's Church.....	1	60
8.	Rochester, N. Y., Brick Church .....	9	540
	Toronto, Ontario, Mission School.....	1	60
	State School Association, New York....	8	480
9.	Buffalo, Asbury Methodist Episcopal Church,	4	240
11.	Via Rome, Watertown and Ogdensburg, Knights of Pythias.....	3	180
	Lockport, N. Y., via Erie Railway.....	4	240
	Buffalo, N. Y., New York Central.....	10	600
	Buffalo, N. Y., Special, Knights of Pythias,	9	540
	Rochester, via New York Central.....	7	420
	Rochester, via New York Central.....	11	660
12.	Knights of Pythias .....	27	1,620
13.	Lockport, N. Y., Baptist Church Sunday School.....	7	420
	Buffalo, Evangelical and Calvary Baptist..	8	480
	Rochester, Methodist Sunday School.....	9	540
	Boston, Mass. ....	1	60
14.	Buffalo, German Lutheran Church.....	7	420
	Perry and Silver Lake, Erie Railway.....	4	240
	Philadelphia, Pa. ....	1	60
	Toronto, Ont., Knights of Pythias.....	5	300
15.	New York city.....	6	360
	Toronto, Ont., Knights of Pythias .....	12	720
	Lancaster, Pa., Erie Railway .....	4	240
16.	Toronto, Ont., Knights of Pythias .....	25	1,500
17.	Boston, Mass. ....	3	180
18.	Buffalo, N. Y., via N. Y. Cent. Ry.....	7	420

Date.	Where from.	No. cars.	Est. No. people.
July 18.	Buffalo, N. Y., via Erie Railway.....	3	180
	Lockport, N. Y., via Erie Railway.....	3	180
	Elmira, N. Y., via Erie Railway.....	5	300
	London, Ont., Molders' Union.....	4	240
	Bradford, Pa.....	9	540
	Rochester, N. Y., New York Central Ry...	15	900
	Buffalo, N. Y., Erie Railway.....	4	240
	Pithole, Pa.....	7	420
	Buffalo, N. Y., New York Central Railway.	10	600
19.	Toronto, Ont.....	5	300
20.	Buffalo, St. Mark's Sunday School .....	13	780
	Toronto, Ont., Baptist Church Sunday School.....	5	300
	Dutton and St. Thomas, Ont.....	10	600
	Cleveland, O., via Nickel Plate.....	14	840
21.	Lockport, N. Y.....	3	180
	Toronto, Ont., Masonic.....	5	300
	St. Catharines, Young Ladies' Sodality....	3	180
22.	Worcester, Mass., G. A. R.....	7	420
	Buffalo, Cold Springs Sunday School.....	4	240
	Toronto, Ont., Church of the Ascension...	6	360
	Toronto, Ont., Caledonian Society.....	9	540
23.	Maine and Massachusetts G. A. R. Posts...	15	900
24.	Buffalo, New York and Philadelphia Railway.....	4	240
	Buffalo, N. Y., New York Central Railway.	2	120
	Chautauqua County, N. Y.....	4	240
25.	Lockport, N. Y., via Erie Railway.....	2	120
	Buffalo, N. Y., New York Central Railway.	11	660
	Buffalo, N. Y., West Shore Railway.....	4	240
	Buffalo, N. Y., Michigan Central Railway.	4	240
	Buffalo, N. Y., New York Central Railway	16	960
28.	Lockport, N. Y., Congregational Church..	7	420
29.	Lockport, N. Y., Episcopal Church.....	4	240
	Buffalo, N. Y., Nickel Plate Railway, G. A. R.....	14	840
	Dunkirk, N. Y., Presbyterian Church Sunday School.....	9	540
	Toronto, Ont., Locomotive Engineers....	10	600
	Jamestown, N. Y., Buffalo and Northwestern Railway.....	6	360
	Rochester, N. Y., via Erie Railway.....	14	840
	Bradford, Pa.....	14	840
31.	Chautauqua, N. Y., Buffalo, New York and Philadelphia Railway.....	4	240
	Jamestown, Scandinavian Society.....	3	180
	Buffalo, First United Presbyterian Sunday School .....	4	240

Date.	Where from.	No. cars.	Est. No. people.
Aug. 1.	Buffalo and Lockport, Erie Railway.....	4	240
	Buffalo, via New York Central Railway....	14	840
	Buffalo, via Michigan Central Railway....	4	240
	Buffalo, via West Shore.....	4	240
	Buffalo, via New York Central.....	5	300
3.	Buffalo, N. Y., Hope Mission Church.....	11	660
	Pendleton, N. Y. ....	2	120
	Brantford, Ont., Zion Church.....	7	420
	Toronto, Ont., Young Ladies' Aid Society..	3	180
	Pittsburg, Pa., Turners' Society.....	3	180
4.	Bradford, Pa., Union School.....	8	480
	Via Erie Railway.....	25	1,500
	Auburn, N. Y., West Shore Railway.....	27	1,620
	Via New York Central Railway.....	16	960
	Dentists' Convention.....	4	240
5.	Via Buffalo, New York and Philadelphia Railway.....	13	780
	Bath, Akron and Alleghany.....	14	840
	Orangeport, Gasport, Lockport and Roch- ester.....	10	600
	Toronto, Ont.....	4	240
6.	Erie, Pa., First Presbyterian Church.....	7	420
7.	Chautauqua, N. Y., Buffalo, New York and Philadelphia Railway.....	8	480
	Jamestown, Gowanda.....	16	960
8.	Cleveland, O., Lake Shore and Michigan Southern Railway.....	13	780
	Buffalo, Lockport and Towanda, Erie Rail- way.....	15	900
	Buffalo, via West Shore and Michigan Central.....	12	720
	Buffalo, via New York Central Railway....	30	1,800
	Buffalo, via New York Central Railway....	17	1,020
9.	Civic Holiday, Hamilton, Dundas and Paris, Ont.....	20	1,200
10.	Valparaiso, Ind., Nickle Plate Railway....	22	1,320
	Buffalo, N. Y., New York Central Railway,	4	240
	Lockport, N. Y., German Lutheran Church,	8	480
	Aurora, N. Y.....	5	300
	Port Hope, Ont.....	5	300
11.	Chicago, Hamilton and Dayton.....	23	1,380
	East Rendali, N. Y., Reading, Western and Ohio.....	7	420
	Albion, N. Y., Reading, Western and Ohio,	23	1,380
	Lockport, N. Y., Methodist Sunday School..	7	420
	Ingersoll, Ont.....	6	360
12.	Cleveland, Columbus, Cincinnati and Indi- anapolis Railway.....	30	1,800

Date.	Where from.	No. cars.	Est. No. people.
Aug. 12.	Lockport, N. Y., Sunday School.....	7	420
	Buffalo, N. Y., Hudsonelt Sunday School..	10	600
	Locomotive Engineers' Convention.....	20	1,200
	Bloomington, Ill.....	17	1,020
	Harrisburg, Ont.....	4	240
	Dansville, N. Y.....	6	360
	Jamestown, N. Y., via Buffalo, New York and Philadelphia.....	8	480
	Via Lackawana Railway.....	17	1,020
	Alleghany Valley Railway.....	10	600
13.	Canton, O.....	17	1,020
	Richland Junction, N. Y.....	8	480
	Youngstown, O., via Lake Shore Railway..	13	780
	Via New York, Pennsylvania and Ohio Railway.....	12	720
14.	Hamilton Ont., Grand Trunk Railway Employees.....	10	600
	Chautauqua, N. Y., Buffalo, New York and Philadelphia.....	12	720
	Elmira, N. Y., via New York Central.....	14	840
	Elmira, N. Y., via Erie Railway.....	3	180
15.	Elmira, N. Y., via New York Central.....	8	480
	Elmira, N. Y., via Erie Railway.....	9	540
	Buffalo and Lockport, Erie Railway.....	10	600
	Buffalo, via New York Central Railway....	18	1,080
	Via New York Central Railway.....	2	120
	Via West Shore Railway.....	3	180
	Via New York Central Railway.....	18	1,080
16.	Buffalo, N. Y., German Baptist Church....	6	360
	Gault, Guelph and Bradford, Ont., Civic Holiday.....	17	1,020
17.	Hamburg and Eden, N. Y., via Erie Railway	10	600
	Via Nickle Plate Railway.....	22	1,320
18.	Cleveland, Columbus, Cincinnati and India- napolis Railway.....	24	1,440
	Burlington, Ont., Masonic.....	13	780
	Elmira, N. Y., via Delaware and Lackawanna Railway.....	10	600
	Via Chicago, Hamilton and Dayton Railway	10	600
19.	Utica and Syracuse via New York Central.	10	600
	Beamsville and Grimsby, Ont., Grand Trunk Railroad.....	15	720
	Via Lake Shore and Michigan Southern...	20	1,200
	Simcoe, Ont.....	10	600
	Via Erie Railway.....	12	720
	Via Delaware and Lackawana Railway....	18	1,080
	Via Buffalo, New York and Philadelphia Railway.....	16	960

Date.	Where from.	No. cars.	Est. No. people.
Aug. 19.	Buffalo, N. Y., New York Central Firemen,	10	600
	Via West Shore Railway.....	8	480
	Via Michigan Central Railway.....	4	240
	Buffalo, N. Y., via New York Central Railway.....	12	720
	Buffalo, N. Y., St. George's Society.....	11	660
	Cleveland, O., Lake Shore and Michigan Southern Railway.....	24	1,440
20.	Via New York, Pennsylvania and Ohio Railway.....	18	1,080
	Rochester, N. Y., via New York Central..	14	840
	Warren, Pa.....	8	480
	Via West Shore Railway.....	16	960
21.	Buffalo, N. Y., via Erie Railway.....	6	360
	Buffalo, N. Y., via New York Central Railway.....	5	300
	Bradford, Godrich, Petrolia and St. George, Ont.....	36	2,160
	Buffalo, N. Y., Scientists....	3	180
22.	Cleveland and Youngstown, O.....	25	1,500
	Buffalo and Lockport, Erie Railway.....	20	1,200
	Buffalo via New York Central Railway....	14	840
	Via West Shore Railway ..	12	720
	Via New York Central Railway..	15	900
24.	Ebenezer, N. Y., Luthern Church.....	7	420
	Toronto, Ont.....	2	120
25.	Columbus, O.....	8	480
	Buffalo, N. Y., St. Luke's Church.....	7	420
	Toronto, Ont., Order of Chosen Friends...	9	550
	Simcoe, Pt. Colborne, Erie, Windsor and St. Thomas, Ont., Grand Trunk Rail- road Employees.....	24	1,440
	Erie, Pa.....	8	489
	Cleveland, Columbus, Cincinnati and Indi- anapolis Railway.....	30	1,800
	Bloomsburg, Pa., via Erie Railway.....	13	780
	Via Erie Railway.....	20	1,200
	Buffalo, N. Y., Clarke's Business College...	4	240
26.	Buffalo, N. Y., Riverside Church.....	5	300
	Lancaster, N. Y.....	7	430
	Syracuse, N. Y., via New York Central Railway.....	12	720
	Bradford, Ont., via Grand Trunk Railway..	20	1,200
	Scranton, Pa.....	8	480
27.	Columbus, O., Galena, Ill., Akron, O., Evansville, Ind.....	24	1,440
28.	Erie, Pa., Manufacturing Company Em- ployes.....	28	1,680

Date.	Where from.	No. cars.	Est. No. people.
Aug. 28.	Sanborn, Dickersonville and Ridge Road..	..	91
	Hamilton, Ont.....	10	600
	Via New York, Pennsylvania & Ohio Railway.....	18	1,080
	Buffalo, N. Y. Liedertafel Society.....	5	300
29.	Cleveland, O.....	17	1,020
	Buffalo and Lockport, Erie Railway.....	10	600
	Buffalo and Lockport, via New York Central Railway.....	16	960
	Peoria, Ill.....	10	600
	Buffalo, N. Y., via New York Central Railway.....	17	1,020
	Buffalo, N. Y., via Erie Railway.....	6	360
	Toledo, O.....	5	300
	Olean, N. Y.....	6	360
30.	Woodstock, Ont.....	20	1,200
	Buffalo, N. Y., German Evangelistic Con- vention.....	18	1,080
31.	Canandaigua, N. Y., via New York Central Railway.....	17	1,020
	Toronto, Ont.....	5	300
	Hornellsville, N. Y., via Erie Railway....	12	720
	Castile, N. Y., via Erie Railway.....	8	480
Sept. 1.	Lockport, N. Y., Lutheran Church.....	4	240
	Via Illinois Central Railway.....	3	180
2.	Wilkesbarre, Pa.....	9	540
	Buffalo, N. Y., Orphan School.....	2	120
	Via West Shore Railway.....	20	1,200
	Angola, N. Y.....	7	420
3.	Albany, N. Y., via West Shore Railway...	6	360
	Buffalo, N. Y., Sons of Veterans.....	10	600
4.	Lockport, N. Y., Universalist Church.....	4	240
	Tonawanda, N. Y.....	4	240
	Erie, Pa.....	6	360
	Oswego, N. Y.....	2	120
5.	Youngstown and Cleveland, O. ....	17	1,020
	Buffalo, N. Y., via New York Central....	11	660
	Lockport and Tonawanda, Erie.....	10	600
	Rochester, N. Y., via Erie Railway.....	11	660
	Jamestown, N. Y., via Buffalo, New York & Philadelphia.....	9	540
	Buffalo, N. Y., New York Central Railway	14	840
6.	Toronto, Ont.....	2	120
7.	Watertown, N. Y., via Rome, Watertown & Ogdensburgh Railway.....	9	540
	Jamestown, N. Y., via Erie Railway.....	7	420
8.	Willoughby & Painsville, O.....	8	480
	Brewers' Convention.....	8	480



Date.	Where from.	No. cars.	Est. No. people.
Sept. 8.	Physicians' Convention.....	2	120
9.	Hammondsport N. Y., Erie Railway.....	10	600
10.	Via Wellington, Gray & Bruce Railway...	5	300
11.	Boston, Mass., Raymond Party.....	2	120
	Via Erie Railway.....	27	1,620
	Via Northern Central Railway.....	18	1,080
	Via Rome, Watertown & Ogdensburg Railway.....	20	1,200
	Salem, O.....	9	540
12.	Cleveland, O., via Nickel Plate Railway...	12	720
	Elmira, N. Y., via Erie Railway.....	24	1,440
	Elmira, N. Y., via Northern Central.....	16	960
	Buffalo, N. Y., via New York Central Railway.....	4	240
	Lockport, N. Y., via Erie Railway.....	4	240
	Buffalo, N. Y., via New York Central Railway.....	8	480
13.	Medina, N. Y.....	5	300
14.	Buffalo, N. Y., Zion Church delegates....	10	600
	Hornellsville, N. Y., Erie Railway.....	11	660
	Erie, Pa., via Lake Shore and Michigan Southern Railway.....	6	360
	Erie, Pa., via Nickel Plate.....	7	420
15.	New York city.....	4	240
	Syracuse, N. Y., via New York Central Railway.....	10	600
	Toronto, Ont.....	4	240
16.	Bath and Conhocton, Delaware, Lackawanna and Western.....	16	960
	Emporium, Pa.....	7	420
17.	Dagne Mines, Pa., Erie Railway.....	3	180
18.	Oswego and Binghamton.....	7	420
	Toronto, Ont.....	3	180
19.	Chicago, Ill., Odd Fellows' excursion.....	140	6,000
	Buffalo, N. Y., New York Central Railway.	6	360
	Buffalo and Lockport, via Erie.....	5	300
	Buffalo, N. Y., via New York York Cen- tral Railway.....	6	360
23.	Atlantic City, Md.....	6	360
24.	Port Jervis, N. Y.....	5	300
	Binghamton and Jamestown.....	5	300
	Boston, New York and Providence Railway.	10	600
26.	Fort Wayne, Ind.....	9	540
	Jamestown, N. Y.....	5	300
	Buffalo, N. Y., New York Central Railway.	6	360
27.	Woodstock, Ont.....	2	120
Oct. 3.	Elmira, N. Y.....	5	300
	Lockport and Buffalo, Erie Railway.....	4	240

Date.	Where from.	No. cars.	Est. No. people.
Oct. 3.	Rochester, N. Y.....	5	300
	Buffalo, N. Y., via New York Central Railway.....	5	300
	Buffalo, N. Y., via New York Central Railway.....	7	420
7.	Via Erie Railway.....	6	360
	Via West Shore Railway.....	4	240
9.	Albany, N. Y., via West Shore Railway ...	6	260
	Hamilton, Ont. ....	7	420
	Oswego, N. Y., Normal School.....	2	120
	Via Erie Railway.....	4	240
10.	Buffalo, N. Y., via New York Central Railway.....	5	300
	Jamestown, N. Y.....	10	600
	Buffalo and Lockport, Erie Railway.....	6	360
	Buffalo, N. Y., via West Shore Railway ...	3	180
	Buffalo, N. Y., via New York Central Railway.....	7	420
12.	Baptist Delegate.....	2	180
	Ashtabula, O.....	4	240
	Hamilton, Ont.....	12	720
13.	Binghampton and Susquehanna.....	7	420
14.	Buffalo, N. Y., Holy Angels Academy....	1	60
20.	Cleveland, O.....	5	300
24.	Buffalo, N. Y., via New York Central Railway.....	5	300

## RECAPITULATION.

	Cars.	Persons
Excursions in June.....	164	9,710
Excursions in July.....	621	37,340
Excursions in August.....	1,619	97,231
Excursions in September.....	642	36,120
Excursions in October.....	123	7,380
	<u>3,169</u>	<u>187,781</u>

## THE CONTRACT.

The following is the contract between the Niagara Reservation Commissioners and the Niagara Reservation Carriage Service Company (Limited :)

THE STATE RESERVATION AT NIAGARA AGREEMENT FOR SPECIAL PRIVILEGES.

This agreement made this third day of August, in the year one thousand eight hundred and eighty-six, between the Commissioners

of the State Reservation at Niagara of the first part, and the Niagara Reservation Carriage Service Company (Limited), of the village of Niagara Falls, N. Y., party of the second part,

WITNESSETH as follows, to wit :

That the said parties of the first part in consideration of the covenants, and conditions herein contained, on the part of the party of the second part, and in order to promote and increase the public enjoyment of the State Reservation at Niagara, in the village of Niagara Falls, N. Y., have granted and by these presents do grant, to the said party of the second part, the exclusive right to convey passengers for hire in said reservation, in carriages to be approved as to character, construction and lettering, by the said commissioners, from the 1st day of August 1886 until the 1st day of March 1889, with the privilege of a further term of two years from the 1st day of March, 1889, unless this agreement be sooner revoked, canceled or annulled, as herein provided. This is not to be construed as excluding other carriages from the conveyance of passengers for hire in said reservation.

In consideration whereof the said party of the second part hereby covenants and agrees :

I. To enter forthwith upon the exercise of the privileges hereby granted, by establishing a system of running carriages at regular intervals, and to keep and maintain, constantly on hand, a sufficient number of said carriages, together with drivers and horses, for the ordinary use and accommodation of the public.

II. To issue coupon tickets entitling the holder to be set down or taken up at five different places, viz: Entrance to Goat Island, Luna Island, Cave of the Winds, Horseshoe Fall and Three Sister Islands, with the privilege of taking the next carriage or any carriage during the same day, from the stop-off point mentioned on ticket. The route traversed by the carriages shall be the entire reservation, starting from Inclined Railway Building, Prospect Park to Goat Island Bridge, across the same to the entrance to Goat Island ; thence to Luna Island stairway ; thence to entrance to Cave of the Winds ; thence to stairway at Horseshoe Fall ; thence to bridge to the Three Sister Islands, making a stop at each of the five above mentioned points ; thence around the head of Goat Island, across the bridge to Canal street ; thence up River street to the eastern boundary of the reservation, returning by Canal street to the place of starting.

The full fare for round trip to be twenty-five cents per passenger (excepting children under twelve years, for which the fare shall be ten cents each, and children under five years shall be carried free). For conveying passengers not wishing to make round trip from the Inclined Railway Building in Prospect Park or the main land entrance to Goat Island bridge around Goat Island and return to to the main land entrance to Goat Island bridge, ten cents each.

Children under twelve years half fare, children under five years of age free. For conveying passengers obtained on the islands over the balance of the round trip or part thereof, ten cents each. Children under twelve years of age half fare, children under five years of age free, and such other rates or scales of prices as may be fixed by said commissioners of the State Reservation at Niagara or approved by them.

III. To account for and pay over to said Commissioners on or before the 1st day of September, 1886, the sum of \$100 for this privilege from the date hereof until March 1, 1887, after which time the fees for this special privilege shall be fixed annually by the said commissioners at the regular meeting of said Commissioners held in March of each year, or as soon thereafter as they shall see fit.

IV. To provide and at all times have in use proper carriages and horses for the service, the harness and other equipments in use to be of good quality and tasteful appearance, the men in charge of the service, while on duty on the Reservation, to be in a uniform which shall be approved by said commissioners, and the entire service to be kept in repair and to be subject to the inspection and regulation of said Commissioners and the Superintendent of the Reservation.

V. The said Commissioners may appoint an inspector or detail the Superintendent of said Reservation to the duties of inspector, who shall and may perform such duties in relation to the subject-matter of this agreement as shall or may be assigned to him by said Commissioners, and his performance thereof shall be facilitated as far as may be by the party of the second part.

VI. That this agreement and the privilege hereby granted are personal, and that the said company will not assign the same nor any part thereof without the written consent of said commissioners.

VII. That said company will not hold the Commissioners of the State Reservation of Niagara, not either of them, personally responsible by reason of any clause, condition or thing herein contained or otherwise.

VIII. That said company will well and faithfully conform and and cause all persons now in their employment or that may hereafter be in their employment, to conform to all rules, regulations, requirements and ordinances now prescribed or that may hereafter be prescribed by said Commissioners relating to the conduct of the privileges hereby granted, and the general character of the equipment, employes and all things appertaining thereto or to the general management and government of said Reservation, hereby expressly agreeing to discharge forthwith any employe whenever requested so to do by the Superintendent of the Reservation. To provide all drivers in the employ of the said company with badges on hat containing numbers corresponding with the

number of carriages. To cause such drivers to take up any child they may find on the route that has apparently strayed away from its parents and deliver said child free of charge at the office of the Superintendent of the Reservation, and likewise to report to the Superintendent any misdemeanors occurring on the Reservation that may come to their notice.

IX. That if in the judgment of said Commissioners, or a majority of them, said company shall omit to observe, keep or perform any or either of its covenants, articles, clauses or agreements, matters or things herein contained, which on the part of said company are to be observed, kept and performed, then and from thenceforth, this agreement may, at the option of said Commissioners, be deemed revoked, canceled and annulled, and thereupon shall become null and void, and if so deemed revoked, canceled and annulled, said party of the second part shall, within five days after notice thereof, cease to exercise the privileges hereby granted, and remove from said Reservation all property belonging to said company, and in default thereof said Commissioners may proceed forthwith and eject said company therefrom nor shall said company be entitled to recover damages from said Commissioners nor from the State nor from any other party therefor.

X. That said company will indemnify and save harmless said Commissioners from all suits or proceedings to recover damages for injuries received by or through said party of the second part, their agents, servants or employees.

In witness whereof said parties of the first part have caused these presents to be subscribed by the Superintendent of the State Reservation at Niagara the 3d day of August, 1886, and the said party of the second part has caused the president of said company to set here his hand the day and year first above written.

For the Commissioners of the State Reservation at Niagara.

THOS. V. WELCH,  
*Superintendent.*

For the Niagara Reservation Carriage Service Company (Limited).

(Signed) JOHN C. LEVEL.

Signed in presence of

(Signed) JACOB YOUNG.

SHERMAN S. ROGERS,  
*Commissioner.*

Approved August 4, 1886.

## CHAPTER 601.

AN ACT to amend chapter one hundred and forty of the laws of eighteen hundred and fifty, entitled "An act to authorize the formation of railroad corporations, and to regulate the same."

PASSED June 8, 1886; three-fifths being present.

*The People of the State of New York, represented in Senate and Assembly, do enact as follows :*

SECTION 1. Section twenty-five of chapter one hundred and forty of the laws of eighteen hundred and fifty, entitled "An act to authorize the formation of railroad corporations, and to regulate the same," is hereby amended so as to read as follows:

§ 25. The commissioners of the land office shall have power to grant to any railroad company formed under this act any land belonging to the people of this State, which may be required for the purposes of their road, on such terms as may be agreed on by them; or such company may acquire title thereto by appraisal, as in the case of lands owned by individuals; and if any land belonging to a county or town is required by any company for the purposes of the road, the county or town officers having the charge of such land may grant such land to such company for such compensation as may be agreed upon. The land included in the State Reservation at Niagara and the the\* concourse lands on Coney Island are expressly exempted from the provisions of this section.

§ 2. This act shall take effect immediately.

## ANNUAL REPORT OF THE TREASURER.

THE COMMISSIONERS OF THE STATE RESERVATION AT NIAGARA, IN  
ACCOUNT WITH LEIGHTON WILLIAMS, TREASURER.

Date.	Cr.	Amount.
1886.	By balance from 1885.....	\$14,566 37
Feb. 1.	By draft on Cataract Bank.....	293 31
March 4.	By draft on Cataract Bank.....	899 47
April 12.	By draft on Cataract Bank.....	238 01
May 6.	By draft on Cataract Bank.....	309 24
June 7.	By draft on Cataract Bank.....	350 53
July 5.	By draft on Cataract Bank.....	997 71
Aug. 3.	By draft on Cataract Bank.....	2,100 91
Sept. 2.	By draft on Cataract Bank.....	4,116 71
Oct. 9.	By draft on Cataract Bank.....	1,762 51
Nov. 30.	By draft on Cataract Bank.....	724 54
Dec. 15.	By draft on Cataract Bank....	2,077 30
Dec. 31.	By draft on Cataract Bank.....	38 25
E. & O. E., <i>December</i> 31, 1886.....		<u>\$28,474 86</u>

LEIGHTON WILLIAMS,

*Treasurer.*

[Assembly, No. 50.]

3

THE COMMISSIONERS OF THE STATE RESERVATION AT NIAGARA IN  
ACCOUNT WITH LEIGHTON WILLIAMS, TREASURER.

DATE.	Abstract number.	Voucher number.	Debtor.	Amount voucher.	Amount abstract.
Jan. 22	XVIII	144	James Reynolds, stone for boundaries . . . . .	\$148 50	
22	XVIII	145	F. West, ice for office. . .	7 00	
22	XVIII	146	Bell Telephone Co., for use of instrument. . . . .	7 45	
22	XVIII	147	H. S. Ware, hardware and labor on reservation . . .	36 04	
22	XVIII	148	David Phillips, repairs to inclined railway. . . . .	28 71	
22	XVIII	149	R. D. Young, cartage. . . .	7 65	
22	XVIII	150	S. S. Pomeroy, advertising	6 50	
22	XVIII	151	J. Binkley, coal. . . . .	21 70	
22	XVIII	152	B. Rhodes, stationery . . .	8 15	
22	XVIII	153	W. Young, cartage. . . . .	11 65	
22	XVIII	154	T. V. Welch, petty dbts. . .	3 90	
22	XVIII	155	W. Pool & Son, printing and advertising. . . . .	6 50	
22	XVIII	156	P. A. Porter, printing and advertising. . . . .	28 35	
22	XVIII	157	P. . . Flynn, painting bridges. . . . .	78 70	
22	XVIII	158	A. Westbrook, lithograph- ing report. . . . .	7 00	
22	XVIII	159	W. H. Brook, accountant. .	140 00	
22	XVIII	160	L. Williams, office exp'ses	20 21	
22	XIX	161	M. B. Anderson, LL. D., traveling expenses. . . . .	\$38 81	
Feb. 1	XIX	162	Pay-roll for January. . . .	565 59	
1	XIX	163	L. Williams, salary, for January. . . . .	50 00	
6	XIX	164	Fless & Ridge, stationery and printing. . . . .	10 50	
15	XIX	165	T. V. Welch, office expenses	36 30	
Mar. 1	XIX	166	Pay-roll for February	600 00	
1	XIX	167	L. Williams, salary for February. . . . .	50 00	
8	XIX	168	T. V. Welch, traveling and hotel expenses . . . . .	43 50	
April 2	XIX	169	Pay-roll for March. . . . .	652 48	
12	XIX	170	L. Williams, salary for March . . . . .	50 00	
24	XIX	171	T. V. Welch, office exp'ses	38 82	
May 1	XIX	172	Pay-roll for April. . . . .	758 39	
1	XIX	173	L. Williams, salary for April. . . . .	50 00	
17	XIX	174	W. H. Brook, accountant. .	160 00	
17	XIX	175	Weed, Parsons & Co., for reports. . . . .	36 00	
17	XIX	176	L Williams, disbursement	30 37	
17	XIX	177	Newman Bros., binding documents. . . . .	39 00	
17	XIX	178	Newman Bros., lettering bound documents. . . . .	4 60	
Mar. 15	XIX	179	Diosey & Co., Abbott's Reports. . . . .	24 00	
					\$568 01



## THE COMMISSIONERS, ETC. — (Continued).

DATE.	Abstract number.	Voucher number.	Debtor.	Amount voucher.	Amount abstract.
May 5	XIX	180	A. Westbrook, typewriting commissioner's report..	\$15 00	
17	XIX	181	Allen, Movins & Wilcox, attys., disbursements..	51 24	
13	XX	182	H. S. Ware, hardware, etc., for buildings .....	\$11 00	\$3,304 60
13	XX	183	S. S. Pomeroy, advertising	2 25	
13	XX	184	W. Pool & Son, advertising	1 50	
13	XX	185	W. Wall's Sons, cable for inclined railway .....	133 97	
13	XX	186	H. S. Ware, hardware, etc.	36 32	
13	XX	187	Rhodes & Babcock, stationery .....	7 13	
13	XX	188	Bell Telephone Co. ....	22 40	
13	XX	189	J. Binkley, coal .....	36 45	
13	XX	190	J. E. Brooks, cartage. ....	10 00	
13	XX	191	T. V. Welch, petty dbts.	27 15	
13	XX	192	P. A. Porter, advertising.	10 00	
18	XXI	193	M. B. Anderson, LL. D., com'r., traveling exp'ses	\$38 71	298 17
June 1	XXI	194	Pay-roll for May .....	1,070 26	
7	XXI	195	T. V. Welch, petty dbts..	83 10	
1	XXI	196	W. H. Brook, accountant.	50 00	
7	XXI	197	L. Williams, salary for May	50 00	
11	XXI	198	L. Williams, petty dbts..	3 97	
11	XXII	199	P. Secord & Co., repairs to inclined railway	\$4 25	1,246 04
11	XXII	200	R. D. Young, work on Bid- dle Stairs & Prospect Pk	45 07	
11	XXII	201	H. S. Ware, labor & mate- rial on reserv'n generally	75 11	
11	XXII	202	G. E. Wright & Co., labor and material on build'gs.	79 11	
11	XXII	203	John Johnson, tools and utensils .....	5 75	
12	XXIII	204	M. B. Anderson, com'r, for traveling expenses....	\$14 08	209 29
24	XXIII	205	L. Williams, traveling exp. and petty disbursements.	43 91	
24	XXIII	206	Pay-roll for June .....	1,111 07	
24	XXIII	207	Pay-roll for June (supple- mentary .....	38 25	
24	XXIII	208	T. V. Welch, petty disb'ts.	49 22	
24	XXIII	209	W. H. Brook, accountant.	80 00	
July 27	XXIII	210	W. J. Mackey, insurance.	37 50	
27	XXIII	211	F. P. Lanigan, insurance.	20 00	
Aug. 3	XXIII	212	Pay-roll for July .....	1,296 74	
Oct. 9	XXIII	213	L. Williams, petty disb'ts.	8 00	
Aug. 11	XXIV	214	T. V. Welch, petty disb'ts..	\$4 60	2,698 77
Sept. 2	XXIV	215	Pay-roll for August .....	1,296 12	
8	XXIV	216	L. Williams, salary for June, July and August.,	150 00	



## THE COMMISSIONERS, ETC. — (Continued).

Date.	Abstract number.	Voucher number.	Debtor.	Amount voucher.	Amount abstract.
Nov. 4	XXVIII	256	J. McKenna, fram'g maps,	\$7 00	\$141 01
4	XXVIII	257	T.V. Welch, office expenses	5 66	
4	XXVIII	258	P. Secord, lumber for side- walks: .....	40 48	
4	XXIX	259	L. Williams, salary for October.....	\$50 00	
Dec. 31	XXIX	260	W. H. Brook, accountant,	80 00	
Nov. 10	XXIX	261	M. B. Anderson, traveling expenses .....	36 36	
Dec. 12	XXIX	262	L. Williams, salary for November.....	50 00	
3	XXIX	263	Pay-roll for November...	710 18	
Nov. 20	XXIX	264	T.V. Welch, office expenses	20 95	
Dec. 20	XXIX	265	Allen, Movius & Wilcox, attys., petty disbursements	34 00	
18	XXIX	266	Fless & Ridge, stationery,	6 00	1,738 26
31	XXIX	267	L. Williams, salary for December.....	50 00	
31	XXIX	268	Pay-roll for December....	692 12	
31	XXIX	269	T.V. Welch, office expenses	8 65	
Balance on hand.....					\$16,631 71
					11,843 15
					\$28,474 86

















G2728



3 9157 00381819 5

Spcl

F

127

**BROCK UNIVERSITY**

ST. CATHARINES, ONTARIO

N8N5

v. 3



**LIBRARY**

